

SECTION II
NAVIGATION PUBLICATIONS

NM 35/01

SAILING DIRECTIONS CORRECTIONS

PUB 123 **7 Ed 1996** **LAST NM 30/01**

Page 65—Line 32/R; insert after:

Berthing at N'Kossa 1 is by single mooring from the stern of the Floating Storage and Offloading (FSO) vessel to the bow of the loading tanker. Ships berth from 0600 to 1600 local time, however unberthing can be carried out at any time.

Pilotage.—Pilotage is compulsory. The mooring master boards at 5°13'S, 11°36'E and remains on board the vessel for the duration of the cargo transfer.

(BA NP 2, Supp. 11/99) 35/01

Page 65—Line 33/R; read:

Anchorage.—It has been reported (1995) that a designated tanker

(BA NP 2, Supp. 11/99) 35/01

Page 67—Lines 8 to 9/R; read:

Platform Juliet (5°25'S., 11°59'E.). A restricted area surrounds the platforms as shown on the chart. A submarine pipeline connects the platform to the shore at Malonga.

(BA NP 2, Supp. 11/99) 35/01

Page 69—Lines 4 to 18/R; read:

Aspect.—The estuary of the Congo River is entered between **Ponta Vermelha** (5°39'S., 12°08'E.) and **Ponta da Moita Seca** (6°07'S., 12°16'E.), 29 miles SSE, and extends about 50 miles inland to Boma. The continental shelf, with depths of less than 200m, extends up to about 40 miles W of this estuary. It is cut by a remarkable deep gully, 2 to 8 miles wide, which has depths of over 1,400m at the outer end. This gully, which has steep and irregular sides, leads directly into the entrance of the Congo River. It is useful when approaching the entrance in foul weather as depths of over 200m extend into the river mouth.

Regulations.—For the safety of navigation, vessels proceeding to Matadi must be capable of speeds of 10.5 to 11 knots, and sometimes of speeds greater than 12 knots, depending on the season and prevailing local conditions.

(NIMA) 35/01

Page 78—Line 22/L; read:

0.9 mile NE of this light. It has been reported (1998) that the light has been extinguished.

(BA NP 2, Supp. 11/99) 35/01

PUB 132 **9 Ed 2000** **LAST NM 31/01**

Page 5—Lines 29 to 32/R; strike out.

(BA NM 27/01) 35/01

Page 5—Line 34/R; insert after:

Al Khums (32°41'N., 14°15'E.) is an artificial harbor situated on the SE side of Ra's al Misann. The town is located 1.5 miles SE of Ra's al Wazif. The port handles motor vehicles and containers and other cargo. The port is approached directly from seaward. It has been reported (1999) that the coastline gives good radar ranges up to 18 miles.

Tides—Currents.—From Al Khums to Qasr Ahmad, the current sets SW at a rate of from 0.2 to 4 knots, being influenced by the NW winds at the latter point. In summer, the current is weak and sets NW and N at 0.25 to 1 knot.

Depths—Limitations.—The controlling depth in the approach is 13m. The maximum size vessel handled has been reported to be 14,500 dwt. The harbor consists of a basin enclosed on its NE side by a breakwater and on its SE side by a mole. The harbor entrance, between the mole and the breakwater, is 90m wide. Three sides of the basin are quayed. There is a T-shaped jetty in the S part of the harbor. It has been reported (1999) that there are nine berths within the harbor, with alongside depths of between 8 and 12m.

Pilotage.—Pilotage is compulsory and is available during daylight hours only. Pilots must be arranged in advance as the pilot is based in Tarabulus. The pilot boards either side of the anchorage, or 1 mile ESE of the breakwater head.

Regulations.—The port is unlit, and movement of vessels is restricted to daylight hours only.

Anchorage.—It has been reported (1999) that vessels may anchor between 1.5 and 3 miles E to ESE of the breakwater head.

Directions.—From the pilot boarding station the track leads WSW then NW towards the harbor entrance, passing SW of the breakwater head and NE of two special lighted buoys.

(BA NM 27/01) 35/01

PUB 142 **8 Ed 2000** **LAST NM 31/01**

Page 94—Lines 47 to 49/R; read:

Carr Jetty, at the NW end of the Dockyard Port, and W of the ro-ro terminal, fronts a small naval base. It is constructed of solid stone, and has a length of 115m on its NE side and 50m on its NW side. There are landing steps on its SW and E sides. The jetty is connected to the dockyard at its root by open piers. Ships up to 150m in length can normally be accommodated, and in favorable weather those up to 170m in length can be accepted. It has dredged depths of 5.4m alongside, which makes the jetty unsuitable for small vessels.

HM Morrings and Marine Salvage Depot lies on the W side of Pembroke Dock.

(BA NP 37) 35/01

PUB 145 **8 Ed 2000** **LAST NM 29/01**

Page 81—Lines 20 to 24/R; read:

Anchorage.—Small vessels may anchor in the Salmon River anchorage, N of Hardwood Island, in a depth of 7 to 10m. Attention should be given to Whale Rock, which lies

PUB 145 (Continued)

about 0.6 mile N of Hardwood Island, and is close W of the submerged end of a ruined breakwater. A rocky 3m patch lies about 0.2 mile WNW of Whale Rock. The rock is marked by a buoy, which is close W.

(BA NM 24/01; BA NP 59) 35/01

PUB 147 **7 Ed 2001** **NEW EDITION**
(NIMA) 35/01

PUB 164 **7 Ed 2000** **LAST NM 31/01**

Page 141—Line 20/L; insert after:

Caution.—The Sunken Barrier Reef has not been surveyed up to date and in some sections uncharted dangers may exist.

(BA NM 29/01) 35/01

Page 142—Line 45/R; insert after:

Caution.—Over Siriki Shoals tidal currents run strongly, causing heavy tide rips.

(BA NM 29/01) 35/01

PUB 182 **4 Ed 1998** **LAST NM 34/01**

Page 171—Lines 9 to 13/L; read:

8.43 The city of Tromso is located on the islands of Tromsoya and Kvaløya, and on the neighboring mainland. It is about 30 miles from the open sea. Tromso's municipality, which is, in area, Norway's largest, extends to additional islands and over a large area of the mainland. The highest mountain in the municipality is Jiekkevarre, which is 1,833m high. Tromsdalstind, which is visible from the town center, rises to 1,238m.

Tromso experiences 2 months of midnight sun from May 21 until July 23. The sun does not rise in Tromso from November 25 until January 21.

Tromso's harbor has two installations. The old port stands close to the center of the city; the new port stands about 1.75 miles N. The harbor area extends from, and includes, Rystraumen in the S, to a line from Kvalsundet to the mainland, in the N.

Prostneset, the old harbor, on Tromsoya, is near the W end of the bridge. It has three sections. Sondre Havn, located about 0.5 mile SSW of the Tromso Bridge, is protected by the S breakwater. Indre Havn, which is close to and SSW of the bridge, is protected by the N breakwater. Polsehamna, the third section of the old harbor, is N of the bridge.

Breivika, the new port, also on Tromsoya, N of the city center, has container and ro-ro facilities.

Tromso Bridge connects Tromsoya to the mainland. It has a vertical clearance of 36.5m, and has a navigable width of 60m.

(BA SD 58B) 35/01

Page 171—Lines 10 to 13/R; read:

Pilots board in the following positions:

a. 0.7 mile ENE of Hekkingen Light at 69°36.5'N, 17°52.0'E.

b. 2 miles E of Fakken Light on Fakkakjeila at 70°06.0'N, 20°13.0'E.

c. On request, 1 mile NE of Grotnes Light at 69°52.4'N, 19°47.8'E.

(BA NP 286(2)) 35/01

PUB 194 **8 Ed 2000** **LAST NM 34/01**

Page 55—Line 28/R; read:

of Rago Flak, NW of the entrance to Rago Sund.

Several areas in the vicinity of Rago and Rago Flak have been designated as Wilderness Reserves. The local authorities should be contacted for details of environmental rules applying within these areas.

(Danish NM 10/01) 35/01

PUB 195 **6 Ed 1999** **LAST NM 31/01**

Page 114—Lines 7 to 8/L; read:

sheltered area by VHF. Requests for pilotage should be sent at least 2 hours prior to arrival.

Vessels should send an ETA to the port via Helsinki Radio 24 hours and 6 hours prior to arrival.

Regulations.—At night tankers carrying more than 4,000 tons of oil are prohibited from navigating in the channel between the oil berth and the sea.

(BA NP 20) 35/01

Page 114—Line 24/R; read:

channel at night.

Caution.—It is reported (2000) that the main fairway channel, which is authorized for drafts up to 11m, is being dredged to a depth of 13m. During this operation a reserve channel, authorized for drafts up to 9m, has been established close S of the main fairway.

(BA NP 20) 35/01

COAST PILOT CORRECTIONS

COAST PILOT 4 **33 Ed 2001** **NEW EDITION**
(NOS) 35/01

COAST PILOT 5 **28 Ed 2000** **Change No. 23**
LAST NM 33/01

Page 6—Paragraph 133, line 10; read:

fog signals, and electronic aids. Light List corrections may be obtained from the Internet at (http://pollux.nss.nima.mil/pubs/USCGLL/pubs_j_uscgl_list.html).

(27/01 CG14) 35/01

Page 84—Paragraphs 1648 to 1649; read:

§164.01 Applicability

(a) This part (except as specifically limited by this section) applies to each self-propelled vessel of 1600 or more gross tons (except as provided in paragraph (c) of this section, or for foreign vessels described in §164.02) when it is operating in the navigable waters of the United States except the St. Lawrence Seaway.

(CL 834/01; FR 5/2/01) 35/01

COAST PILOT 5 (Continued)

Page 84—Paragraph 1654, line 5; read:
under anticipated conditions.

(c) Provisions of §§164.11(a)(2) and (c), 164.30, and 164.33 do not apply to warships or other vessels owned, leased, or operated by the United States Government and used only in government noncommercial service when these vessels are equipped with electronic navigation systems that have met the applicable agency regulations regarding navigation safety.

(CL 834/01; FR 5/2/01) 35/01

Page 199—Paragraph 334, lines 6 to 8; read:

Waterway. In September 2000, the controlling depth was 5.7 feet to the highway bridge, thence 5.3 feet (5.6 feet at mid-channel) to the Intracoastal Waterway. Greater depths may be ...

(CL 1488/00) 35/01

Page 228—Paragraph 69, line 12; read:

clearance of 50 feet. In May 2001, a replacement fixed highway bridge was under construction with a design clearance of 65 feet. Gasoline in cans, groceries, ice, a launching ...

(CL 951/01; 18/01 CG08) 35/01

Page 229—Paragraph 79, lines 6 to 8; read:

Light TM. In November 2000, the controlling depth in the entrance channel was 4.7 feet, thence 3.8 feet (4.0 feet at midchannel) in the W channel, and 3.9 feet (5.3 feet at mid-channel) in the E channel. An entrance light and daybeacons ...

(BPs 174137-40) 35/01

Page 237—Paragraph 246, line 6; read:

additional depth to 44 feet for a width of 800 feet in Caucus ...

(CL 716/01) 35/01

Page 255—Paragraph 269; read:

Bernard Bayou empties into Big Lake from the W. A dredged channel leads from the entrance at Shallow Point in Big Lake to a junction with Industrial Seaway at Gulfport Lake, NNE of Gulfport Municipal Airport. Overhead power cables cross the bayou about 0.5 mile above the mouth and have a clearance of 80 feet. In July 2000, the midchannel controlling depth was 2 feet to the overhead power cables, thence 1½ feet to the highway bridge. The highway bridge at Hansboro has a fixed span with a clearance of 28 feet. In July 2000, the controlling depth from the highway bridge to Industrial Seaway was 2 feet.

(CL 1350/00; CL 1078/01) 35/01

Page 273—Paragraph 120, lines 4 to 5; read:

Sound is protected by jetties. In June 2001, the controlling depth was 11 feet across the bar in Breton Sound, thence in 1997-June 2001, 12 ...

(DDs 1911-12; NOS 11353) 35/01

Page 345—Paragraph 86; read:

A fish haven, known as Gadwell Reef, is off the W side of a maintained jetty about 3.5 miles W of Tres Palacios. The fish haven is bare at low water.

(CL 869/01) 35/01

Page 419—Paragraph 234, line 7; read:

A light, 339 feet above the water, is shown from a red pyramidal skeleton ...

(39/00 CG7) 35/01

COAST PILOT 5 28 Ed 2000 Change No. 24

Page 59—Paragraph 764, line 4; read:

three hours notice is given.

§117.301 Massalina Bayou.

The draw of the Tarpon Dock bascule span bridge, Massalina Bayou, mile 0.0 at Panama City, shall open on signal; except that from 9 p.m. until 11 p.m. on July 4, each year, the draw need not open for the passage of vessels. The draw will open at any time for a vessel in distress.

(CL 1283/01; FR 7/12/01) 35/01

Page 186—Paragraph 88, line 11; read:

keys. An overhead cable crosses the channel with a least clearance of 25 feet. N of the highway bridges the channel is difficult to follow.

(CL 1214/01) 35/01

Page 193—Paragraph 209, lines 4 to 7; read:

by two stone jetties. In 1994, the reported controlling depth at midchannel through the privately marked entrance was 1½ feet to Daybeacon 6 with shoaling on the N side between Daybeacons 3 and 5; thence in October 2000, 2.0 feet was reported to Daybeacon 16. Large apartment buildings on either side of the entrance ...

(CL 1217/01) 35/01

Page 198—Paragraph 313, line 5; read:

engine repairs. In December 2000, there was reported to be 1.5 feet of water ...

(CL 923/01) 35/01

Page 199—Paragraph 327, lines 4 to 7; read:

Lido Key, and is marked by lights and daybeacons. A light marks the channel approach. In October 2000, the reported controlling depth was 6.8 feet in the approach channel to Light 6; thence in 1999, less than 5 feet was reported through the pass. The approach channel over the bar and the channel ...

(CL 921/01; 30/99 CG7; LL/00) 35/01

Page 226—Paragraph 35, lines 3 to 4; read:

Bay to the public wharf at the town of Panacea. In March 2001, the controlling depth was 2.7 feet (5.3 feet at midchannel) to the ...

(CL 1259/01) 35/01

COAST PILOT 5 (Continued)

Page 228—Paragraph 75, lines 6 to 7; read:
February 2001, the controlling depth was 1.4 feet (1.9 feet at midchannel). The channel is marked by lighted buoys, a ...
(CL 418/01) 35/01

Page 229—Paragraph 80, lines 3 to 4; read:
In April 2001, the controlling depth in the channel was 3.4 feet (9.0 feet at midchannel) with 8.8 to 9.0 feet in the basin.
(CL 1325/01) 35/01

Page 234—Paragraph 194, lines 10 to 12; read:
28-foot fixed span with a clearance of 6 feet. Beach Drive Highway Bridge (Tarpon Dock bascule bridge) over the entrance has a 40-foot bascule span with a clearance of 7 feet. (See **117.1 through 117.49 and 117.301**, chapter 2, for ...
(CL 1283/91; FR 07/12/01) 35/01

Page 234—Paragraph 196, lines 7 to 8; read:
March 2001, the controlling depth was 3.6 feet (8.0 feet at midchannel). The channel is marked by lights and daybeacons. State Route 392 bridge has a ...
(CL 896/01; LL/2000) 35/01

Page 234—Paragraph 205, lines 10 to 12; read:
attempted in rough weather. Local knowledge is advised. In October-November 2000, the controlling depth was 6.2 feet from Buoy CB to the bridge, thence 9.1 feet through North Channel to the bay. The channel ...
(CL 212/01) 35/01

Page 239—Paragraph 287, lines 10 to 12; read:
Escambia River. In 1999-June 2000, the controlling depth was 9.6 feet (10 feet at midchannel) to the mouth of Escambia River, thence 3.6 feet (5.3 feet at midchannel) to the head of the Federal ...
(CL 1189/00) 35/01

Page 240—Paragraph 299, lines 13 to 16; read:
the pass. In May 2000, the controlling depths were 9 feet in the entrance channel to the fork at the bridge; thence in February 1999, 7.2 feet (8.0 feet at midchannel) in the west channel leading to Terry and Johnson Coves; thence in May 2000, 7.8 feet (8.2 feet at midchannel) in the east channel leading to Bayou ...
(CL 1094/00) 35/01

Page 243—Paragraph 45, line 2; read:
Bay entrance, had depths of 5.6 to 11.7 feet in March 2001. Oyster beds are very extensive ...
(CL 1297/01) 35/01

Page 244—Paragraph 58, lines 9 to 11; read:
basin about 0.1 mile above the mouth at the creek. In March 2001, the controlling depth was 2.1 feet (5.1 feet at midchannel) with 6 feet in the turning basin. An overhead ...
(CL 848/01) 35/01

COAST PILOT 5 28 Ed 2000 Change No. 25

Page 244—Paragraph 62, lines 6 to 7; read:
River. In February 2001, the controlling depth was 5.8 feet (6.5 feet at midchannel) to the highway bridge across the mouth of Dog River; thence in 1982, ...
(CL 686/01) 35/01

Page 249—Paragraph 156, lines 10 to 12; read:
Island Bay. In April 2001, the controlling depth was 3.5 feet (5.2 feet at midchannel) in the entrance channel to the basin, thence 4.4 to 5.9 feet in the basin, thence 5.9 feet in the connecting ...
(CL 1004/01) 35/01

Page 249—Paragraph 163, lines 7 to 11; read:
feet below the bridge. In March 2001, the controlling depth in the channel was 4.9 feet (7.7 feet at midchannel) to the highway bridge; thence in May 2000, there was 9 feet in the basin. The channel is marked by lights and daybeacons. In 1999, State Route 188 highway bridge had a reported 35-foot fixed span with ...
(CL 685/01; BPs 172163-65; CL 1183/99) 35/01

Page 249—Paragraph 164, lines 5 to 12; read:
May 2000, the controlling depths were 17.4 feet in the entrance channel to the mouth of the bayou; thence in February 2001, 15.6 feet (17.0 feet at midchannel) to the turning basin, thence 16.5 to 17.6 feet in the turning basin, thence 11.6 feet (12.9 feet at midchannel) to the highway bridge. The channel is marked by ...
(CL 1102/00; CL 451/01) 35/01

Page 253—Paragraph 224, lines 4 to 5; read:
The channel is marked by buoys and a daybeacon. In January 2001, the controlling depth in the channel was 8.9 feet (10.2 feet at midchannel).
(CL 421/01; NOS 11374) 35/01

Page 255—Paragraph 262, lines 3 to 4; read:
basin in **Ott Bayou**. In July 2000, the controlling depth was 7.1 feet (7.4 feet at midchannel). Daybeacons mark the channel.
(CL 1349/00; LL/00) 35/01

Page 255—Paragraph 269; read:
Bernard Bayou empties into Big Lake from the W. A dredged channel leads from the entrance at Shallow Point in Big Lake to a junction with Industrial Seaway at Gulfport Lake, NNE of Gulfport Municipal Airport. Overhead power cables cross the bayou about 0.5 mile above the mouth and have a clearance of 80 feet. In April 2001, the midchannel controlling depths were 1.1 feet to the overhead power cables, thence 1.5 feet to the highway bridge. The highway bridge at Hansboro has a fixed span with a clearance of 28 feet. In April 2001, the controlling depth from the highway bridge to Industrial Seaway was 2.0 feet (3.2 feet at mid-

COAST PILOT 5 (Continued)

channel).
(CL 1269/01; CL 1350/00; CL 1078/01) 35/01

Page 261—Paragraph 367, lines 3 to 4; read:
pass is bounded by low, marshy shores. In May 2001, the
controlling depth was 11.3 feet. The entrance from Lake
Borgne is 8 ...
(CL 1297/01) 35/01

Page 265—Paragraph 423, lines 10 to 15; read:
River, has a fixed span with a vertical clearance of 50 feet.
Two overhead ...
(CL 1195/01) 35/01

Page 273—Paragraph 117, lines 2 to 4; read:
The Jump with the Gulf. In November 2000-April 2001, the
controlling depth was 3 feet (4 feet at midchannel) from the
Gulf to Light 18, thence 10 feet to the junction with Grand
Pass, thence 17 ...
(DDs 1353-55, 1729-31; LL/00) 35/01

Page 292—Paragraph 41, lines 7 to 11; read:
Waterway. In February-March 2001, the controlling depth
was 10 feet across the bar, thence 3 feet to Light 19, thence 4
feet to Light 43; thence in May-July 2000, 6 feet to the
entrance of Bayou Rigoletts, thence 8 feet to the junction
with the Intracoastal Waterway.
(DDs 1654-59; 34/00 CG8; DDs 926-930;
DDs 966-1001; LL/00) 35/01

Page 296—Paragraph 124, lines 4 to 5; read:
several lighted and unlighted buoys. In May-June 2001, the
controlling depth through the pass was 12 feet. Anchorage
area inside ...
(DD 1834; DD 1913) 35/01

Page 296—Paragraph 126, lines 6 to 7; read:
Corps of Engineers. In March-May 2001, the controlling
depth was 10 feet. The channel is well marked with aids.
(DDs 1708-14; DDs 1830-34) 35/01

COAST PILOT 5 28 Ed 2000 Change No. 26

Page 228—Paragraph 60, lines 6 to 9; read:
New and Crooked Rivers. In April 2000, the controlling
depth was 6½ feet (10 feet at midchannel) from the Gulf to
Carrabelle River Daybeacon 17, thence 5 feet to the conflu-
ence of New and ...
(BPs 171128-32) 35/01

Page 322—Paragraph 167, lines 4 to 6; read:
April 2001, the channel controlling depth was 7.0 feet (10.0
feet at midchannel) with 7.0 to 11.0 feet available in the
basin. In 1996, a draft of 4.5 ...
(CL 1221/01; CO 030/00; CL 1596/00) 35/01

Page 329—Paragraph 289, lines 5 to 7; read:
miles. In June 2001, the controlling depth was 2.0 feet (4.0
feet at midchannel) to the mouth of the bayou, thence 4.2
feet (6.1 feet at midchannel) for about 2.0 miles farther
upstream.
(CL 1221/01; CO 030/00) 35/01

Page 329—Paragraph 291, lines 3 to 4; read:
entrance channel to Trinity River. In June 2001, the control-
ling depth was 3.4 feet. The channel is marked by lights and
...
(CL 1221/01; CO 030/00) 35/01

Page 335—Paragraph 395, lines 2 to 4; read:
June 2001, had a controlling depth of 4.6 feet to the Lock-
wood Drive fixed bridge, about 2 miles above Houston Turn-
ing Basin, thence 5.3 feet (7.1 feet at midchannel) for
another ...
(CL 1221/01; CO 030/00) 35/01

Page 346—Paragraph 92, lines 3 to 5; read:
daybeacons and a light. Lavaca Bay Channel leads N to the
mouth of Lavaca River and is marked by daybeacons. The
mouth of Lavaca River is marked by a daybeacon.
(CL 1051/01; LL/2000; NOS 11317) 35/01

Page 346—Paragraph 93, lines 8 to 16; read:
bridge has a fixed span with a clearance of 15 feet and the
Missouri-Pacific railroad bridge has a swing span with a
clearance of 12 feet which cross the Lavaca River near its
junction with the Navidad River in the vicinity of the towns
of **Vanderbilt** and **Lolita**. (See **117.1 through 117.59 and**
117.969, chapter 2, for drawbridge regulations.) Several
overhead power cables cross the Lavaca ...
(CL 1079/01) 35/01

Page 346—Paragraph 95, line 7; read:
basin, thence 8 feet to the head of the channel; thence in Jan-
uary 2001, 12 feet was reported in the basin at the head of
the channel.
(CL 1051/01) 35/01

Page 346—Paragraph 99; read:
Towage.-A 2,000 hp tug and two 3,000 hp tugs are avail-
able.
(CL 1051/01) 35/01

Page 346—Paragraph 100, line 5; read:
miscellaneous bulk liquid commodities, has 25,000 square
feet of open storage and 35,000 square feet ...
(CL 1051/01) 35/01

Page 347—Paragraph 119, lines 3 to 4; read:
basin at the town at **Seadrift**. In October 2000, the control-
ling depths were 5.6 feet (6.4 feet at midchannel) in the
channel; thence in May 2001, there was 7.5 to 9.0 feet in the
basin.
(CL 1221/01; CO 030/00) 35/01

COAST PILOT 5 (Continued)

Page 356—Paragraph 294, line 6; read:
December 1999-January 2000, the controlling depth was
10.8 feet through the ...
(7/01 CG8) 35/01

Page 380—Paragraph 412, lines 5 to 6; read:
July 2000-June 2001, the channel had a controlling depth of
1.6 feet (2.9 feet at midchannel). The Gulf entrance to the
flood discharge ...
(CL 1221/01; CO 030/00) 35/01

COAST PILOT 5 28 Ed 2000 Change No. 27

Page 262—Paragraph 375, line 1; read:
In February 2001, shoaling to 3 feet was reported across
the ...
(CL 883/01) 35/01

Page 262—Paragraph 377, line 3; read:
highway bridge. In February 2001, depths of 13 feet were
reported in ...
(CL 883/01) 35/01

Page 304—Paragraph 279, lines 3 to 4; read:
approach channel leads from Vermilion Bay to the canal. In
August 2000, the reported controlling depths were 6.9 feet in
the entrance and 14.1 feet ...
(CL 829/01) 35/01

Page 343—Paragraph 62; read:
There is a launch ramp and restaurant about 3.5 miles
above the junction of the San Bernard River, thence, there is
a launch ramp about 8 miles above the junction near
Churchill.
(CL 985/01) 35/01

Page 343—Paragraph 63, lines 8 to 12; read:
regulations.) Clearance of overhead cables is 38 feet.
(CL 985/01) 35/01

Page 345—Paragraph 76, line 2; read:
entrance to Matagorda Bay from the Gulf, is about 0.35 mile
wide between ...
(CL 984/01; NOS 11316; NOS 11317) 35/01

Page 345—Paragraph 79, line 4; read:
during daylight hours. The pilots board vessels approxi-
mately 2 miles seaward of ...
(CL 986/01) 35/01

Page 345—Paragraph 79, lines 9 to 15; read:
pilot boat is equipped with VHF-FM channels 16 and 12 and
monitors channel 16 two hours prior to a vessel's ETA. Pilots
can be obtained 24 hours a day by telephone (361-552-9988)
or through the ships' agents or the Port Lavaca/Point Com-
fort Control Station on VHF-FM channel 16 or 7; 24-hour

and 4-hour ...
(CL 986/01) 35/01

Page 345—Paragraph 80, line 4; read:
wide, reported covered about 4 feet at low tide over the
greater portion of ...
(CL 984/01) 35/01

Page 364—Paragraph 85, line 3; read:
depth of 4.7 feet in July 2000, leads to the Holiday Inn Yacht
Club ...
(CL 511/01) 35/01

Page 379—Paragraph 400, lines 4 to 7; read:
River and San Bernard River. (San Bernard River is de-
scribed in chapter 11.)
(CL 985/01) 35/01

**COAST PILOT 6 31 Ed 2001 Change No. 1
LAST NM 32/01**

Page 214—Paragraph 21, lines 2 to 3; read:
NNE from Gaukler Point. Seasonal lighted buoys mark the E
side and N end of the ledge.
(CL 1131/01; LL/01) 35/01

Page 215—Paragraph 42, lines 4 to 10; read:
sides of the lower part of the creek. The approach to the
creek is marked by buoys. In September 2000, the reported
controlling depth in Swan Creek was 4 feet. A **slow-no wake
speed** is enforced in the creek and canals. The marinas can
provide transient berths, gasoline, water, ice, electricity, sew-
age pump-out, marine supplies, and a launching ramp.
Hoists to 50 tons are available for hull and engine repairs.
(CL 558/01; NOS 14853; LL/01) 35/01

Page 224—Paragraph 108; strike out.
(CL 936/01) 35/01

Page 224—Paragraph 118, lines 2 to 6; read:
clearance of 150 feet, crosses the river just below the head.
The bridge is prominent in approaching the river.
(CL 139/01) 35/01

Page 224—Paragraph 124; read:
A railroad tunnel crosses under St. Clair River about 1
mile below the mouth of the Black River.
(CL 936/01) 35/01

COAST PILOT 6 31 Ed 2001 Change No. 2

Page 137—Paragraph 101; read:
In September 2000, the controlling depths were 23.7 feet
(24.9 feet at midchannel) in the approach and in the channel
through the outer harbor, thence 21 feet in the river channel,
except for a 19.5 foot spot on the E edge of the channel near
the entrance to Oswego Marina, to the head of the Federal
project at Seneca Street. The outer harbor W of the entrance

COAST PILOT 6 (Continued)

channel had depths of 13 to 17 feet except for lesser depths along the S end of the W breakwater. The outer harbor E of the entrance channel had depths of 16 to 21 feet. The channel leading SW to the turning basin had a depth of 18 feet (18.7 feet at midchannel) with lesser depths along the NW and SE edges, thence 18 to 21 feet in the basin with lesser depths in the SE corner.

(BP 173439; CL 224/01)

35/01

Page 140—Paragraph 159, lines 1 to 4; read:

In September 2000, the controlling depths were 19.4 feet (20.0 feet at midchannel) to the lower turning basin, with 10 to 17 feet in the basin. The channel under the swing bridge just below the turning basin has depths of 16.7 feet under the E draw and 14.9 feet under the W draw, thence 15.7 feet (19.6 feet at midchannel) to the upper turning basin, with 18 to 21 feet in the basin, thence 11.3 feet (12.1 feet at midchannel) to the ...

(BPs 173468-69; CL 267/01)

35/01

Page 142—Paragraph 193, lines 3 to 8; read:

October 2000, the controlling depths were 9.0 feet in the E half and 10.5 feet in the W half of the dredged channel. Depths of about 5 to 7 feet were available to the fixed highway bridge 0.4 mile above the entrance. The channel, however, is unstable because of mud deposits from Eighteenmile Creek and drifting sand from the W. A rock ledge with a least depth of 10.5 feet is across the entrance channel...

(BP 173442; CL 228/01)

35/01

Page 172—Paragraphs 276 to 277; read:

In June-September 2000, the midchannel controlling depth was 26.3 feet in the W channel of the outer harbor to the southern limit of the triangular turning basin, thence 20.6 feet at midchannel to the mouth of the river, thence 21.0 feet to the mouth of Pinney Minnesota Slip, thence 16.1 feet in the river to a point about 2,000 feet above the mouth, thence 11.7 feet in the right half and 4.2 feet in the left half of the channel to the Fifth Street bridge, thence 2.1 feet in the right half and 8.6 feet in the left of the channel to Ashtabula Yacht Club, thence 4.2 feet in the right of the channel with shoaling to bare in the left half to the turning basin, thence 2.0 feet to the head of the project; the turning basin had depths of 1 to 4 feet.

In June 2000, the controlling depth in the E channel of the outer harbor was 22.3 feet (26.7 feet at midchannel) to the basin; the basin had depths of 28 feet in the center gradually decreasing to 21.0 feet to the N and 17 feet to the E with lesser depths along the E edge. The controlling depth in the triangular turning basin in the outer harbor N of the detached breakwater was 16.9 feet except for a 14.1-foot spot in the SE corner.

(BPs 173490-91; CL 301/01)

35/01

Page 173—Paragraph 318, lines 1 to 5; read:

In March 2001, the controlling depths were 22.5 feet at midchannel in the entrance channel and outer basin channel to the piers, thence 16.8 feet (20.3 feet at midchannel) to the turning basin with 17.4 to 18.0 feet in the basin, except for

lesser depths along the W edge, thence 4.4 feet (8.1 feet at midchannel) to the upstream ...

(BPs 174016-17; CL 744/01)

35/01

Page 183—Paragraph 426, lines 7 to 15; read:

just inside the mouth of the river. In May-August 2000, the controlling depths were 7.0 feet in the right half and 7.9 feet in the left half of the entrance channel to the boat basin on the W side of the river, thence 3.8 feet in the right half and 7.3 feet in the left half of the channel to the Norfolk Southern Railway bridge, thence 4.4 feet in the right half and 5.4 in the left half of the channel to the turning basin with 1.9 to 6 feet in the basin. The anchorage basin, just inside the mouth of the river, had depths of 6 to 8 feet with lesser depths along the edges.

(BP 173440; CL 225/01)

35/01

Page 188—Paragraph 536, lines 5 to 8; read:

the jetties to the head of the harbor. In October 2000, the controlling depths were 4.3 feet (6.7 feet at midchannel) to the junction with the inner channel, thence 6.7 feet (7.6 feet at midchannel) to Daybeacon 17, and thence 6.0 feet to the upstream limit of the Federal project. The NW entrance channel...

(BPs 173506-08; CL 304/01)

35/01

Page 188—Paragraph 536, lines 15 to 19; read:

In October 2000, the controlling depths were 6.1 feet (6.4 feet at midchannel) from the bridge SW through West Bay to the junction with the SE entrance channel. Boats drawing up to 3 feet can be accommodated at docks in...

(BP 173507; CL 304/01)

35/01

Page 189—Paragraph 547, lines 2 to 9; read:

Clinton on the E side of Locust Point through an entrance channel that crosses a bar and is shoal in several places. The channel is marked by seasonal buoys. The buoys are uncharted as they are frequently shifted in position to mark the best water. Mariners should use caution and seek local knowledge before navigating the entrance channel. In April-September 2000, the controlling depths were 2.0 feet in the left outside quarter with shoaling to bare in the remainder of the channel from Lake Erie to the mouth of the river, thence 2.7 feet in the right half of the channel with gradual shoaling to bare in the left half of the channel through the mouth and into the river. An overhead power cable with a reported clearance of 65 feet crosses the river about 1.4 miles above the mouth. A marina is about 1.6 miles above the mouth and can provide transient berths, gasoline, water, ice, sewage ...

(BP 173718; LL/01)

35/01

Page 196—Paragraph 643, lines 3 to 5; read:

buoys, leads W along the piers on the S side of the bay. In August 2000, the controlling depth was 8 feet.

(BP 173458; CL 249/01)

35/01

COAST PILOT 6 31 Ed 2001 Change No. 3

Page 47—Paragraphs 515 to 516; read:

§117.401 Trail Creek.

(a) The draw of the Franklin Street bridge, mile 0.5 at Michigan City, shall be operated as follows:

(1) From March 16 through November 30, the draw shall open on signal; except from 6:15 a.m. to 11:15 p.m., Monday through Sunday, the draw need open only from three minutes before to three minutes after the quarter-hour and three-quarter hour.

(2) From December 1 through March 15, the draw shall open on signal if at least 12-hours advance notice is provided prior to intended time of passage.

(b) The draw of the Amtrak bridge, mile 0.9 at Michigan City, shall open on signal; except, from December 1 through March 15, the bridge shall open on signal if at least 12-hours advance notice is provided prior to intended time of passage.

(c) Public vessels of the United States, state or local vessels used for public safety, vessels in distress, and vessels seeking shelter from severe weather shall be passed through the draws of each bridge as soon as possible.

(FR 5/21/01; CL 965/01) 35/01

Page 53—Paragraphs 725 to 726; read:

(a) The draws of the Eighth Street bridge, mile 0.29, and Tenth Street bridge, mile 0.43, both at Manitowoc, shall open on signal except that:

(1) From April 1 through October 31, Monday through Friday, the bridges need not open from 6:50 a.m. to 7 a.m., 7:50 a.m. to 8 a.m., 11:55 a.m. to 12:10 p.m., and 12:45 p.m. to 1 p.m., except federal holidays. From 10:30 p.m. to 4:30 a.m. the draws shall open on signal if at least 6 hour advance notice is given.

(2) From November 1 through March 31 the draws shall open on signal if at least a 12 hour advance notice is given.

(3) The opening signals for these bridges are:

(i) Eighth Street—one prolonged blast followed by one short blast.

(ii) Tenth Street—two short blasts followed by one prolonged blast.

(4) When signal is given by car ferry or other large vessel to pass either of the two bridges, the remaining bridge shall open promptly so that such vessels shall not be held between the two bridges.

(b) The draw of the Wisconsin Central railroad bridge, mile 0.91 at Manitowoc, shall open on signal except that:

(1) From April 1 through October 31 between the hours of 10:30 p.m. and 4:30 a.m., the draws shall open on signal if at least a 6 hour advance notice is given.

(2) From November 1 through March 31 the draw shall open on signal if at least 12 hour advance notice is given.

(3) Opening signal for this bridge is two short blasts followed by one prolonged blast.

(FR 3/6/01; CL 413/01) 35/01

Page 92—Paragraphs 2016 to 2017; read:

(4) *Tanker vessels*—(i) *Hazardous material*. Cleaning and

gas freeing of tanks on all hazardous material cargo vessels (as defined in 49 CFR part 171) shall not take place in a lock or any part of the Soo Locks approach canals from the outer end of the east center pier to the outer end of the southwest pier.

(ii) *Approaching*. Whenever a tank vessel is approaching the Soo Locks and within the limits of the lock piers (outer ends of the southwest and east center piers) either above or below the locks, no other vessel will be released from the locks in the direction of the approaching tank vessel, unless the tank vessel is certificated gas free or is carrying non-combustible products, until the tank vessel is within the lock chamber or securely moored to the approach pier. Whenever a tank vessel is within a Soo Lock Chamber, the tank vessel, unless certified gas free or is carrying non-combustible products, will not be released from the lock until the channel within the limits of the lock piers either above or below the lock, in the direction of the tank vessel, is clear of vessels or vessels therein are securely moored to the approach pier. This limits movement to a single vessel whenever a tank vessel is within the limits of the lock piers either above or below the locks, unless the tank vessel is certified gas free or is carrying non-combustible products. Tank vessels to which this paragraph (b)(4)(ii) applies include those vessels carrying fuel oil, gasoline, crude oil or other flammable liquids in bulk, including vessels that are not certified gas free where the previous cargo was one of these liquids.

(iii) *Locks park*. Except as provided in paragraph (b)(5) of this section, tankers with any type cargo will be permitted to transit the MacArthur Lock when the locks park is closed. The exact dates and times that the park is closed varies, but generally these periods are from midnight to 6 a.m. June through September with one or two hour closure extensions in the early and late seasons. Tankers carrying non-combustible products that will not react hazardously with water or tankers that have been purged of gas or hazardous fumes and certified gas free will be allowed to transit the MacArthur Lock when the park is open.

(5) *Carrying explosives*. All vessels, except U.S. vessels of war and public vessels as defined in 46 U.S.C. 2101, carrying explosives are prohibited from transiting the U.S. Locks.

(FR 6/5/2001; FR 6/11/2001) 35/01

COAST PILOT 6 31 Ed 2001 Change No. 4

Page 4—Paragraph 52, line 10; read:

fog signals, and electronic aids. Light List corrections may be obtained from the Internet at (http://pollux.nss.nima.mil/pubs/USCGLL/pubs_j_uscgl_list.html).

(27/01 CG14) 35/01

Page 71—Paragraphs 1337 to 1338; read:

§164.01 Applicability.

(a) This part (except as specifically limited by this section) applies to each self-propelled vessel of 1600 or more gross tons (except as provided in paragraph (c) of this section, or for foreign vessels described in §164.02) when it is operating in the navigable waters of the United States except

COAST PILOT 6 (Continued)

- the St. Lawrence Seaway.
(CL 834/01; FR 5/2/01) 35/01
- lighted buoy, is about ...
(26/01 CG11) 35/01
- Page 71—Paragraph 1343, line 5; read:
under anticipated conditions.
- (c) Provisions of §§164.11(a)(2) and (c), 164.30, and 164.33 do not apply to warships or other vessels owned, leased, or operated by the United States Government and used only in government noncommercial service when these vessels are equipped with electronic navigation systems that have met the applicable agency regulations regarding navigation safety.
(CL 834/01; FR 5/2/01) 35/01
- Page 186—Paragraph 153, lines 5 to 8; read:
Island. (See Notice to Mariners and latest editions of charts for controlling depths.)
(03/01 CG11; NOS 18754) 35/01
- Page 191—Paragraph 282, line 2; read:
explosives, and special anchorage areas in San Pedro Bay are ...
(20/01 CG11) 35/01
- Page 158—Paragraph 95, lines 4 to 5; read:
Falls, N.Y. In September-October 2000, the controlling depth in the channel was 12 feet. The channel is marked ...
(BPs 173733-36; CL 466/01) 35/01
- Page 201—Paragraph 526, line 5; read:
are available in the harbor. In February 2001, a submerged rock was reported in about 34°15.3'N., 119°16.4'W. Caution is advised.
(06/01 CG11) 35/01
- Page 188—Paragraph 541, lines 5 to 8; read:
the piers. In October 2000, the controlling depth was 9.3 feet in the entrance channel from Lake Erie to the Monroe Street highway bridge except for shoaling to 5.3 feet along the N side of the channel near the entrance to Port Clinton Yacht Club and to 5.2 feet along the S side of the channel about 700 feet below the bridge. The channel lakeward of ...
(BP 173459; CL 250/01) 35/01
- Page 202—Paragraph 548, line 4; read:
from the NE end of the breakwater. A light and a fog signal mark the connection ...
(23/01 CG11) 35/01
- Page 202—Paragraph 548, lines 10 to 11; read:
city lights.
(LL/01; 23/01 CG11) 35/01
- COAST PILOT 7 32 Ed 2000 Change No. 22**
LAST NM 34/01
- Page 121—Paragraph 2637 to Paragraph 2638, line 1; read:
(i) Tide tables published by private entities using data provided by the National Ocean Service.
(ii) Tidal current tables published by private entities using data provided by the National Ocean ...
(FR 6/25/01) 35/01
- Page 216—Paragraph 85, lines 3 to 4; read:
Piedras Blancas Light (35°39'56"N., 121°17'04"W.), 142 feet above the water, is shown from a white conical tower with a flat top at ...
(08/01 CG11; LL/01) 35/01
- Page 121—Paragraph 2640, lines 3 to 4; read:
published by the National Imagery and Mapping Agency, or an equivalent foreign government publication, reasonably ...
(FR 6/25/01) 35/01
- Page 238—Paragraph 341, line 7; read:
sign WXY-959, San Francisco Drawbridges. China Basin is a no anchorage zone.
(14/00 CG11; NOS 18649) 35/01
- Page 126—Paragraphs 2809 to 2810; read:
(C) Tidal-current tables published by private entities using data provided by the NOS, or river-current tables published by the ACOE or a river authority;
(D) Tide tables published by private entities using data provided by the NOS; and ...
(FR 6/25/01) 35/01
- Page 258—Paragraph 521, line 5; read:
drawbridge regulations.) In April 2001, a fixed highway bridge was under construction with a design clearance of 60 feet; upon completion, it will replace the bascule bridge. The three fixed bridges in Napa have a minimum ...
(15/01 CG11; NOS 18654) 35/01
- Page 183—Paragraph 87, line 3; read:
for limits and regulations.)
Speed Control Lights cross South San Diego Bay, near the head, N of Chula Vista.
(20/01 CG11) 35/01
- Page 260—Paragraph 543, line 8; read:
channel 14; call sign KQ-7193, Union Pacific Railroad Bridge. In April 2001, a fixed highway bridge was under construction with a design clearance of 139 feet close east of the bascule bridge. **Bulls** ...
(15/01 CG11) 35/01
- Page 185—Paragraph 135, line 9; read:
breakwater light. A rock, covered 7½ feet and marked by a
- Page 279—Paragraph 174, line 4; read:
is shown near the seaward ends of the N and S jetties. The S jetty light has a fog signal. Range lights and ...
(20/01 CG11) 35/01

COAST PILOT 7 (Continued)

Page 282—Paragraph 267, lines 1 to 3; read:

Crescent City Entrance Light (41°44'11"N., 124°11'28"W.), 55 feet above the water, is shown from a pile at the seaward end of the W breakwater. A fog ...
(26/01 CG11) 35/01